



## SECTION 2

### PROJECT CHARACTERISTICS

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Question 2a Provide a description of the project, including the conceptual design. Describe the proposed project in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.

Due to the confidential and proprietary nature of our response to this question, it has been provided under separate cover.



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Question 2b Identify and fully describe any work to be performed by the County or any other public entity.

- 1. Use of the County's Housing Authority to issue the Tax Exempt Revenue Bonds**
- 2. Assistance in resolving any land-use restrictions that may be associated with the FTA grant used to acquire and improve the parcel**
- 3. Participation in Design Development and Project Planning**

We expect the County and its agencies to participate in regular planning meetings to resolve the final program and design of the public elements of the project, and their integration with the larger development. The County will provide design standards, program requirements, FF&E program and requirements and review/approve design documents.
- 4. Comprehensive Plan Amendment**

We expect the County to conduct an out-of-turn Comprehensive Plan amendment that will allow residential uses on the parcel.
- 5. Zoning**

We expect the County to conduct the zoning reviews and ultimately entitle the design that the Partnership develops.
- 6. Issuance of Building Permits**

We expect the County to issue building permits and conduct inspections in accordance with County policy.
- 7. Public Communications**

We expect the County to act as equal partner in interactions with the Public, Civic Associations and other Governmental entities.



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Question 2c Include a list of all federal, state and local permits and approvals required for the project and a schedule for obtaining such permits and approvals.

All required permits and approvals will be identified during the Detailed Phase of this Project. Some of the permits that may be required include:

### **Federal:**

- U.S. Army Corps of Engineers (if required)
- Environmental documentation (if required)
- FTA approval of modification of land use under original grant

### **Commonwealth:**

- Department of Environmental Quality
- Department of Health, Water permit
- Erosion and sediment controls permits

### **County:**

- Zoning and compliance with any deed covenants
- Permits for temporary construction requirements
- Grading and construction permits
- Water, sewer and other connection permits as applicable for utility relocations
- Certificate of Occupancy to use the complete facility

## **Permits & Approvals Schedule**

Edgemoor plans to prepare, submit and obtain all the required permits and approvals on the behalf of The Partnership for the project. This proposal assumes that the permits will be identified and approved within the proposed schedule outlined for the Project, in order to not delay the design and/or construction schedule. A preliminary development schedule is provided in response to Question 2f later in this section.



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**Question 2d** Identify any anticipated adverse social, economic and environmental impacts of the project. Specify the strategies or actions to mitigate known impacts of the project.

#### **Social Impact**

As with any large construction project, there are risks of temporary traffic restriction, limits to public access to the project site, higher than usual noise levels, and citizen inconvenience due to potentially altered pedestrian and vehicular traffic flows. As your development partner, we can mitigate these impacts to the community through proper planning, advanced communication to the public, and immediate responsiveness when issues arise.

We further recognize that a thoughtfully designed and appropriately vetted interim parking plan must be implemented to ensure ongoing commuter access to the lot during the construction phase of the project. We anticipate that construction will occur in stages so that the garage component is completed and occupied prior to demolition of the balance of the existing surface parking.

Edgemoor offers the County an experienced development and construction team that has worked in restricted residential environments. We have established strategies to anticipate and avoid potential disturbances. Cleanliness, perimeter security, noise control and public relations capabilities are critical. Some examples of measures that may be part of the Project Plan include restricted work hours, wash racks at construction entrances, continuous monitoring of the site perimeter and provision for traffic management staff.

#### **Economic Impact**

Any increase in population carries with it an increase in demand for schools, fire and safety, roads and other public facilities. The size mix of the apartment units is such that most residents will not have children, reducing the impact on schools. The co-location of the facilities at a transit hub and within walking distance of shopping and recreation should reduce the impact on the road system. Nonetheless, all of these incremental costs do exist and must be weighed against the benefits that the development brings in terms of workforce housing and transportation improvements.



*The co-location of the facilities at a transit hub and within walking distance of shopping and recreation will reduce the impact on the road system..*

#### **Environmental Impact**

No adverse environmental impacts are anticipated as a result of this project. The team's contractor, Clark, has policies in place to assure that a clean and safe construction site is maintained. Furthermore, Clark staff is trained to deal with any unexpected environmental hazards, such as a fuel or chemical spill, that could result from normal construction activities.



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Question 2e Identify the projected positive social, economic and environmental impacts of the project.

#### Positive Social Impacts

The intent of the project is to provide attractive, convenient housing to the teachers, firefighters, policemen and other critical county staff that otherwise would have to live in crowded, distant or similarly undesirable residences due to the extreme escalation in housing costs within the County.



*Our project provides attractive, convenient housing for teachers, firefighters, policemen and other critical county staff.*

By making it possible for these important citizens of the County to live in the communities where they work, we improve the ability of the County to recruit and retain these professionals. In a fiscal environment that makes meaningful financial incentives sometimes difficult to deliver to critical service providers, the housing program is a wonderful bonus that translates directly to improved personal wealth and quality of life for these individuals.

Improved and expanded transit facilities adjacent to neighborhoods encourages residents to leave their cars behind for public transportation options. Additionally, the greater pedestrian activity and newly designed facilities offer a safer and more comfortable environment than the County offers to transit customers at this location today. With improved trail connections to surrounding homes, shopping and recreation, this development creates activity on the streets and interactions among neighbors within the community.

#### Economic Impact

Ridership on County buses is improved through several mechanisms. First, new residences within walking distance of the facilities will greatly expand the customer base at this location. Improved trail connections, street crossings, and access to bike racks can drive usage to higher levels. Finally, improved lighting, security features such as closed circuit television, and greater pedestrian activity make for a safer environment that will in turn provide incentive to potential transit customers to make use of the facility.

The project provides an expanded customer base and greater accessibility to the neighboring Fox Mill Center as well. These businesses can expect to grow as a result of this development.

#### Environmental Impact

This project envisions the creation of a pond and recreation area at the currently vacant County-owned lot south of Lawyers Road. A garden and unpaved amenity areas are also proposed features of the siteplan.



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Question 2f Identify the proposed schedule for the work on the project, including the estimated time for completion.

Due to the confidential and proprietary nature of our response to this question, it has been provided under separate cover.



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### PROJECT CHARACTERISTICS

Question 2g Propose allocation of risk and liability for work completed beyond the agreement's completion date, and assurances for timely completion of the project.

Edgemoor will enter into a Comprehensive Agreement with Fairfax County wherein Edgemoor assumes the risk to develop, design, and construct the Public Facilities as outlined in the conceptual proposal. During construction, Edgemoor will be responsible for damage to the work and for any bodily injury or property damage to the extent caused by acts or omissions of its members or any entity with which it subcontracts portion of the work and will provide insurance coverage typically required on projects of this type. Edgemoor will also guarantee its timely performance of the work and will agree to pay liquidated damages to Fairfax County for any unexcused delays in completion. Upon substantial completion of the public facilities, responsibility to operate the facility will be transferred to Fairfax County.



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Question 2h State assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the public entity's use of the project.

#### **Project Ownership**

Our proposal contemplates the following ownership structure of the County assets:

- a. Fairfax County Department of Transportation has ownership of all garage spaces with:
  - an exclusive perpetual easement to the Fairfax County Redevelopment and Housing Authority (FCRHA) for use and access of the spaces ultimately designated for residential use, and
  - an operating agreement wherein the FCRHA shares proportionally in the operating expenses of the garage;
- b. Ownership of the Workforce Apartments by the FCRHA; and
- c. Ownership of the land underlying all County assets by the Fairfax County Department of Transportation.

The final ownership structure, however, is negotiable. We will meet with the County to discuss various options before committing to a final structure as part of a Comprehensive Agreement.

#### **Design and Construction Liability**

The liability for the design and construction of the project will rest with Edgemoor. All work will either meet or exceed current federal, state, and local codes. Certain subcontractors will be required to provide payment/performance bonds for their work. In addition, the designers will provide appropriate professional liability insurance. All design work will be submitted to Fairfax County for approval.

#### **Legal Liability**

Edgemoor assumes legal liability normally associated with a construction project. Legal liability associated with ownership would rest with the ownership parties as described above or otherwise negotiated.

#### **Law Enforcement**

We have assumed that the County police force will provide enforcement services as appropriate. Details will be addressed in the Comprehensive Agreement, as necessary.





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### **Operation of Facilities**

We have assumed that responsibility for operations and maintenance of public facilities will reside with County agencies. Specifically the Fairfax County Department of Transportation would be responsible for operations and maintenance of the garage and transit facilities. As described above, the FCRHA will contribute proportionally to operating costs for the parking dedicated for residential use. The operations and maintenance of the workforce apartments is the responsibility of the FCRHA. Edgemoor is pleased to offer management services for either or both of these facilities independently or as a part of this proposal should the county desire.

### **Restrictions of Usage by Public Entity**

We do not envision any restrictions on usage of the public facilities once occupancy is granted.



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Question 2i Provide information relative to phased or partial openings of the proposed project prior to completion of the entire work.

It is likely that we will recommend the phasing of construction to facilitate:

- a. Availability of lots for material staging;
- b. Accommodation of existing parking needs as discussed in response to question 2d above (potential swing space, if needed);
- c. Efficient use of labor forces; and/or
- d. Efficient delivery and move-in of residential units.

At this time we do not anticipate the need to seek permission for partial occupancy of any facilities.

The team will complete a Project Plan as part of the detailed proposal phase of this procurement. This Project Plan will include, among other things, a full construction schedule and a phased traffic and pedestrian traffic plan.



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Question 2j Describe any architectural, building, engineering, or other applicable standards that the proposed project will meet.

This project will meet the Virginia Uniform Statewide Building Code in addition to all other relevant building standards and codes for construction in Fairfax County, Virginia. Our design partner and contractor have delivered similar products in Fairfax County and throughout the state, and are therefore very familiar with the requirements of state and county building codes.